

The New Jersey Maritime Pilot and Docking Pilot Commission

2017 Annual Report
171st Edition



A special thanks to the following pilots for their contribution to this report:

- | | |
|-----------------------------------|---------------------------|
| ❖ Captain Karen Basciano | ❖ Captain Steven Naples |
| ❖ Apprentice Scott Britton | ❖ Captain Timothy Nilsen |
| ❖ Captain John DeCruz | ❖ Captain John Oldmixon |
| ❖ Captain Robert Ellis | ❖ Captain William O'Neill |
| ❖ Captain Robert Flannery, II | ❖ Captain Adan Richardson |
| ❖ Apprentice Robert Flannery, III | ❖ Captain Mike Schnepf |
| ❖ Captain Charles Jonas | ❖ Captain Craig Tomalo |
| ❖ Captain Jonathan Miller | ❖ Captain Alex Woodworth |

Editor:
Andre M. Stuckey
Executive Director
New Jersey Maritime Pilot and
Docking Pilot Commission

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Dear Governor and Members of the Legislature,

2017 has been an exciting year for the ports of New Jersey and New York. With the anticipation of the Ultra Large Container Vessels (ULCV's) and Super Ultra Large Container Vessels (SULCV's) the maritime community came together to prepare for their arrival and the additional cargo they will bring.



The Bayonne Bridge, Goethals Bridge and Tappan Zee Bridge have all undergone renovations not only to ensure enough clearance for the vessels entering the port but also to improve roadways which will aid in the safe transport of the goods upon arrival. The Port Authority and Army Corp of Engineers perform maintenance dredging regularly to ensure the fifty-foot channel remains intact.

Many roadways and rails were updated while aggressive recruiting has taken place for additional truck drivers, dock workers and warehouse staff, to ensure our ports are able to adequately handle the additional cargo. The industry as a whole, nationwide, is suffering from a shortage of truck drivers which is delaying the delivery of cargo to customers.

In 2016, the pilots in the ports of New Jersey and New York began simulation exercises to prepare for the ULCV's and SULCV's which continued into 2017. Upon completion of the training the Deep Draft Working Group, a sub-committee of the Harbor Ops Committee published guidelines for terminals, berths, agents, ship owners and pilots to ensure the safe arrival of these vessels. All of the hard work and dedication came to fruition when on September 7, 2017 the port welcomed the arrival of the **CMA CGM Theodore Roosevelt**, the first 14,000 TEU vessel to enter our port.

The ULCV's and SULCV's required our pilots to develop an "E" Pilot/Pilot navigation system. In this system the Maritime Pilot and Docking Pilot, with the use of the Portable Pilot Unit (PPU) work together to safely maneuver

the vessel into and out of its berth. In August, 2017 the Commission sponsored a series of joint training seminars which included Bridge Resource Management, training on the PPU and a refresher course on the Commission's regulations.

The maritime industry is vital to sustained economic growth in the State of New Jersey. Many jobs (crane operators, dock workers, truck drivers, gas station attendants, conductors, warehouse workers, retail distributors, etc.) are created or affected by every vessel that enters the ports of New Jersey and New York. Our Executive Director continues to remain actively involved in the maritime community and also attends events as a key-note speaker where she educates individuals on the importance of the maritime community to the state's economy.

The Commission continues to carry out its duties using pilotage revenue without utilizing any tax payer dollars. We are currently working with four of the six authorized Commissioner positions while continuing to have a positive impact in the State of New Jersey and the community we regulate.

We are pleased to welcome the new administration and look forward to a cooperative working relationship. I encourage you or anyone from your staffs to contact our Executive Director, Ms. Andre Stuckey to arrange a visit to one of our monthly meetings or one of the pilot stations to see the work of New Jersey State licensed pilots and registered apprentices first hand.

Sincerely,

Timothy J. Dacey

Timothy J. Dacey

President



Many jobs are affected by the cargo that arrives with every vessel that enters our port.

Overview of the Commission

The New Jersey Maritime Pilot and Docking Pilot Commission, formerly known as the Board of Commissioners of Pilotage of the State of New Jersey, was formed in 1837 to provide for the selection, training, licensing and regulation of marine pilots who are in charge of the navigation of oceangoing vessels that operate in the ports of New Jersey and New York and the pilotage waters south of Sandy Hook to Atlantic City.

The Commission provides oversight of the Sandy Hook Pilots Association, Harbor Pilots of New York/New Jersey, Interport Pilots Association and Metro Pilots Association. In December 2017, the four pilot associations had a combined total of 40 Maritime Pilots, 32 Docking Pilots, 5 Maritime Pilot apprentices and 3 Docking Pilot apprentices.

The Commission is an “in but not of” state agency located within the New Jersey Department of Transportation. By state law, six Commission members are nominated by the Governor and, with the advice and consent of the Senate, serve three-year terms. The Commission is bipartisan—not more than three Commissioners can be members of the same political party. Commissioners are “selected from among such persons as have been officers in our naval, Coast Guard or merchant service, or have been duly qualified as United States Merchant Marine Officers.” No member may have a direct or indirect financial interest in pilotage business. The Commission’s sole source of revenue comes from fees paid by New Jersey licensed pilots. Consequently, there is no cost to taxpayers.

COMMISSIONERS

Timothy J. Dacey
President

Brian McEwing,
Vice President

Jacob Shisha
Secretary

Charles E. Wowkanech
Treasurers

STAFF

Andre M. Stuckey
Executive Director

Al Hawkins
Board Administrator

Responsibilities Include

- Establishes pilotage regulations for vessels in state waters;
- Sets standards for training and licensing pilots;
- Selects qualified Maritime Pilot apprentices and Docking Pilot apprentices;
- Prepares and administers pilot examinations;

- Grants state pilot licenses;
- Sets rates for certain pilot services;
- Investigates marine occurrences;
- Disciplines pilots for violations of laws and regulations, including negligence, and
- Serves on various Committees within the maritime industry.

Relationships with the Board of Commissioners of Pilots of the State of New York

The Commission works cooperatively with the Board of Commissioners of Pilotage of the State of New York (New York Board) on numerous matters. The two Commissions meet quarterly to discuss ongoing issues that affect both states and work cooperatively to investigate all incidents that involve pilots from both states. A number of joint committees exist with the New York Board to facilitate coordination, resolve issues and set policy. For example, the Commission and the New York Board serve as joint members of the Maritime Apprentice Selection Committee. The Committee makes recommendations every two years on those individuals eligible to be appointed Maritime Pilot apprentices. From this group of qualified applicants, the Commission appoints Maritime Pilot apprentices as needed. In addition, a New Jersey Commissioner meets with the "Pension and Surcharge Committee," whose members are a New York Commissioner, the Sandy Hook Presidents from New York and New Jersey, an actuary and accountant. Although industry representatives are not part of the Committee, they are invited to these meetings to provide the Committee with feedback from the maritime community. This Committee decides the level of the surcharge needed to adequately fund equipment purchases and Maritime Pilot's retirement accounts. The two Commissions also consult and sets, fees charged by Maritime Pilots.



The New Face of Operations at the United New York/New Jersey Sandy Hook Pilots' Association



In January of 2017, Christopher Maglin joined the Sandy Hook Pilots Association as their Director of Operations. Prior to joining the Sandy Hook Pilots, Christopher spent more than 10 years working for 3 major Ocean Carriers specializing in Marine, Vessel & Terminal Operations. Prior to beginning his working career, Christopher earned Undergraduate Degrees in Business Administration from Westchester Community College and International Transportation & Trade from SUNY Maritime. Additionally, Christopher has earned a Master's Degree in International Management from Manhattanville College, is a Certified Professional in Human Resources through the HR Certification Institute and is licensed thru the National Cargo Bureau and the United States Coast Guard in Securing Non-Standardized Cargo in accordance with the International Maritime Organization. Since joining the Sandy Hook Pilots, Chris has been very busy streamlining internal processes, further developing the Apprentice Pilot Program, transitioning back to their new building and helping the Pilots

to improve readiness for the arrival of ULCV and SULCV vessels in the Port of New York & New Jersey. Going forward, Chris looks forward to further enhancing internal business practices, facilitating Pilot and Apprentice Pilot training requirements and becoming intimate with the Sandy Hook Pilot's offshore operation. Chris resides in New Jersey with his wife (Tiffany) and two sons (Jace & Parker).

Coordination with the U.S. Coast Guard and other Agencies

The Commission maintains regular contact with the U.S. Coast Guard and has developed an excellent working relationship with that agency. There is an ongoing program of cooperation and information sharing, particularly as it relates to incidents being investigated by both entities. In addition, the Commission regularly consults with the maritime industry and other organizations, including the National Oceanic and Atmospheric Administration, the Army Corps of Engineers, the New York Harbor Safety, Navigation and Operations Committee, the American Pilots Association, the American Harbor and Docking Pilots Association, International Maritime Pilots Association, and the Port Authority of New York and New Jersey, among others, in an ongoing effort to ensure safe and secure maritime operations.



Operating Budget July 1, 2017 to June 20, 2018

Expenses	FY18 Approved Amount
Rent	\$20,000.00
Postage	\$250.00
Supplies	\$4,000.00
Printing	\$1,000.00
Meetings	\$5,000.00
Telephone	\$2,000.00
Newspaper/Magazine Announcements	\$4,000.00
Office Fixtures/Equipment	\$3,000.00
Awards/Plaques/Certificates	\$250.00
Legal Fees	\$1,000.00
Audit Fees	\$4,000.00
ID/Badges/Willets	\$1,000.00
Subscriptions	\$1,000.00
Annual Memberships	\$3,000.00
Travel	\$2,500.00
Conference/Seminar/Special Events	\$2,500.00
Salaries/Taxes	\$177,675.00
Fringe Benefits	\$63,803.00
Occurrence Investigation	\$20,000.00
Continuing Education	\$2,500.00
Incidental Expenses	\$4,000.00
Pilot Training	\$22,000.00
Commissioner Compensation	\$7,200.00
Total Expenses	\$361,678.00
Income	FY17 Approved Amount
Maritime Pilot Fees	\$250,000.00
Docking Pilot Fees	\$9,000.00
Other Income	\$500.00
Prior Year Surplus	\$288,109.37
Total Income	\$547,609.00

Legislation

None.

Regulations

At its April 24, 2017 regular board meeting the Commission voted to approve the re-adoption of its current regulations with amendments. The amendments were made to improve sections, correct grammatical errors and align them with current practices. The rules became effective upon promulgation on June 5, 2017. A copy of the re-adopted rules with amendments can be found on the Commission's website at <http://www.state.nj.us/transportation/maritimepilot>.

Rate Making Matters

Pursuant to N.J.S.A. 12:8-24.1, the rates charged by New Jersey licensed Maritime Pilots are to be the same as those charged by New York State licensed Maritime Pilots. These rates are passed by New York Legislature and are subject to the approval of the New Jersey Maritime Pilot and Docking Pilot Commission.

On October 23, 2017, the Governor of New York signed into law a Maritime Pilotage rate increase. The new pilotage rates, which became effective January 1, 2018, allows for a gradual increase of 9% over a five-year period. The rates are as follows:

The Commission adopted these rates at its November 21, 2017 regular meeting.

1% Pilotage rate adjustment effective January 1, 2018

1% Pilotage rate adjustment effective January 1, 2019

2% Pilotage rate adjustment effective January 1, 2020

2% Pilotage rate adjustment effective January 1, 2021

3% Pilotage rate adjustment effective January 1, 2022

Pursuant to N.J.S.A. 12:8-24.1, certain fees charged by New Jersey licensed Maritime Pilots must be established by the New Jersey Maritime Pilot and Docking Pilot Commission after consulting with the Board of Commissioners of Pilotage of the State of New York. These fees include rates for vessels undertaking intermediate or intra-harbor movements in the ports of New Jersey/New York and for vessels entering or departing ports south of Sandy Hook, including Atlantic City. The most recent rate

increase became effective on June 1, 2015. The Commission does not have the authority to set rates charged by Docking Pilots.

Assets, Liabilities and Contracts

The Commission operates its Executive Offices in Newark, New Jersey, which is equipped with all the items needed to run the organization. The value of these items do not exceed \$25,000.

Pursuant to state statute, the Commission reports that it has entered into a contract with the New Jersey Transit Corporation for the use of office space, the board room and various utilities. This contract is currently for \$26,700.00 and it is subject to an annual rate adjustment based on the Consumer Price Index on July 1 of every year. The Commission had no liabilities at the end of 2017.



The New Maritime Administrator



Captain Timothy Ferrie, Admiral Buzby and Captain John Decruz share a moment on the Pilot Boat.

Rear Admiral Mark H. Buzby was appointed by President Donald Trump and sworn in as the Maritime Administrator for the U.S. Maritime Administration (MARAD) on August 8, 2017.

In this role Admiral Buzby is the head of MARAD and advises and assists the Secretary of Transportation on commercial maritime matters, the U.S. maritime industry, and strategic sea-lift. He is also the liaison with public and private organizations concerned with the U.S. maritime industry.

During his first few months in office, Admiral Buzby took the time to visit those agencies and ports that are under the jurisdiction of MARAD.

In the months of November and December he visited the port of New Jersey and New York.

On November 15, 2017 he spent the day touring the port with the Sandy Hook Pilot's Association on their Pilot Boat. He was able to view firsthand the work New Jersey licensed pilots perform within the harbor.

On December 14, 2017 Admiral Buzby attended the annual holiday dinner of the Central New Jersey Chapter of the United States Merchant Marine Academy Alumni Association (Association). Present at the event were Commission President, Timothy Dacey who is a member of the board of directors for the Association; Commission Secretary, Jake Shisha; Executive Director, Andre Stuckey; Board Administrator Al Hawkins; President of the New Jersey Sandy Hook Pilot's Association, Captain John Oldmixon and the Executive Director of the Maritime Association for the Port of New York and New Jersey, Ed Kelly.



Admiral Buzby delivers the Keynote address at the US-MMA Alumni annual dinner.



Commissioner Dacey, Admiral Buzby and Captain Oldmixon at the Association's annual dinner.

During the Keynote address, Admiral Buzby stepped away from tradition and after giving brief remarks opened the floor for a question and answer session. Questions were asked regarding current issues with sexual harassment within the industry, plans to improve enrollment in the maritime academies, the improvement of maritime assets and port infrastructure, etc. The Admiral was very candid in his responses and quickly won over his audience.

The Commission is pleased to welcome Admiral Buzby and looks forward to working with him as we all strive to improve the maritime industry.

Fleet Week



The parade begins to take shape.

The 29th Annual Fleet Week celebration began on Wednesday, May 24, 2017. The theme for this year's weeklong celebration of the sea services was "Celebrating the Sea Services and Commemorating the 75th Anniversary of the Seabees." The Seabees are members of the Naval Construction Forces that have repeatedly demonstrated their skills as fighters while building the fight for freedom in both peace and war times. They continue to play a crucial role in supporting the fleet while carrying out the Navy's maritime strategy.

Our Executive Director, Ms. Andre Stuckey and Board Administrator, Mr. Al Hawkins joined Captain Daniel Blair as he guided the USS Kearsage into the port for the kick-off Parade of Ships. They were transported via Navy helicopter to board the USS Kearsage as it sailed into the New Jersey/New York harbor.



Captain Daniel and Diana Blair with Captain McKnight.

This year, 12 vessels participated in the parade. As the vessels entered the New York harbor they began to break-off to their respective berths. The USS Kearsage berthed at Pier 88 in Manhattan for the weeklong celebration.



Mr. Hawkins and Ms. Stuckey prepare to be transported to the Kearsage via helicopter.

The port of New Jersey and New York welcomed nearly 5,000 Sailors, Marines and Coast Guardsmen. During their stay, members of the general public were provided the opportunity to view the maritime sea services firsthand. They were also provided the opportunity to honor them for their service.

This year was bittersweet as it marked the final voyage for New Jersey State Docking Pilot Captain Daniel Blair. Captain Blair was licensed by the New Jersey Maritime Pilot and Docking Pilot Commission on July 26, 2005 for Interport Pilot's Association. Prior to receiving his license he worked within the port of New Jersey and New York for 14 years.

Captain Daniel Blair is a pilot of the highest caliber. The members of the Commission are grateful to him for his many years of service to the maritime industry.



Officers get into position to stand watch as the Kearsage enters the port.

The Blessing of the Port

On June 2, 2017, the United New York and New Jersey Sandy Hook Pilots Benevolent Association, Stella Maris Chapel and the Seamen's Church Institute hosted a cruise for Cardinal Joseph W. Tobin, Archbishop of the Archdiocese of Newark to bless the port of New Jersey and New York.



The cardinal performs a Mass of the Holy Eucharist.

Passengers boarded the Pilot Boat at Maher Terminals on Corbin Street in Port Newark. The cruise began with welcoming remarks from Father John Corbett of Stella Maris Chapel followed by a Mass of the Holy Eucharist by Cardinal Tobin. The vessel then proceeded to various landmarks which included the Bayonne Bridge, Goethals Bridge, Statue of Liberty, World Trade Center and the newly constructed Sandy Hook Pilot Stationhouse. At each location the vessel was stopped to allow the Cardinal a few moments to say a word of prayer before proceeding to the next location.



The FDNY salutes the Pilot Boat as it approaches the Statue of Liberty.

Guest included members from:

APM Terminals; East Coast Warehouse & Distribution; FAPS; Harbor Freight USA; The Association of Bi-State Motor Carriers; International Longshoreman's Association 1804; International Longshoreman's Association 1234; The Leo House; Maher Terminals; New York Shipping Association; Port Authority of New York and New Jersey; Ports America-PNCT; Ria Music Ministry; Sandy Hook Pilots Association; Seamen's Church Institute; Strategic Content

Imaging; 101 Foundation; The New Jersey Maritime Pilot and Docking Pilot Commission

Cardinal Tobin was a very welcoming guest and during the course of the cruise spoke openly while providing individual photo opportunities to those aboard. Many of the passengers were speculating about rumors of the Cardinals workout program. During a one on one conversation with Ms. Stuckey the Cardinal confirmed that he does in fact have a rigorous program and can bench press as much as 250lbs. The conversation proved extremely beneficial to both as they were able to share the individual work-out regimes that each utilize as a tool to relieve stress.



Captains John Decruz and John Oldmixon share a moment with the Cardinal.

The day proved to be extremely successful and provided an opportunity for the port community to come together for a great cause. Many thanks are extended to those involved in the organizing and funding of this event.

The Arrival of the CMA CGM Theodore Roosevelt



With the use of four tugs the pilots back the vessel down the channel.

After spending \$1.6 billion on the project to raise the Bayonne Bridge from 151 feet to 215 feet, and numerous hours of simulator exercises, the port of New Jersey/New York received its first 14,000 TEU container vessel.

The **CMA CGM Theodore Roosevelt** made its maiden voyage on the morning of September 7, 2017. The morning was damp and overcast but that didn't put a damper on the excitement and electricity in the air. Our Executive Director was on board the Pilot Boat New Jersey with other distinguished guests as she rode out to the Verrazano Bridge to escort the Theodore Roosevelt to its berth.

The day began as Captain John Oldmixon, President, New Jersey Sandy Hook Pilots Association and Captain Steven Naples, New York Maritime Pilot met the **Theodore Roosevelt** at the Ambrose Pilot Station and guided him into the channel. Captain Robert Flannery, Jr. boarded at the Verrazano Narrows Bridge and with the use of 4 tractor tugs brought him safely to rest in his berth.



The Theodore Roosevelt passes under the Bayonne Bridge.

Dressed for the occasion with color coordinated containers all facing the same direction, the **Theodore Roosevelt** did not disappoint. It was great to witness the three pilots working together to back the vessel down the channel.

As the vessel began to pass under the Bayonne Bridge you could hear a pin drop as everyone on the pilot boat New Jersey held their breath in anticipation. Once clear, the New Jersey shook as everyone aboard let out a loud triumphant cheer.

When asked about the voyage, Captain Robert Flannery, Jr. may have summed it up the best..."It was fantastic, we got it right."



Dressed for the occasion the CMA CGM Theodore Roosevelt shows off his matching containers.

S

By Captain Jonathan Miller

I want to thank you for this opportunity and the positive, kind, and generous thoughts you shared with me regarding my career.

P

I have always had a passion for the water. It started as a family past time and evolved into an occupation beginning in boat yards on the shores of the Long Island Sound at the age of 15. Scraping and painting boat bottoms was not ideal, however, it was what I needed to do to be paid to be around boats. Occasionally, I would get the opportunity to take someone's boat to the gas dock or go for a boat ride and push pole an angler around the flats while they saltwater fly fished. People started to learn about me that I had a serious passion for the water, this is when a Maritime Academy was suggested to me. I graduated from Massachusetts Maritime Academy in 2000. Two days after graduation I began sailing as Third Mate on Tankers, I advanced my license and became

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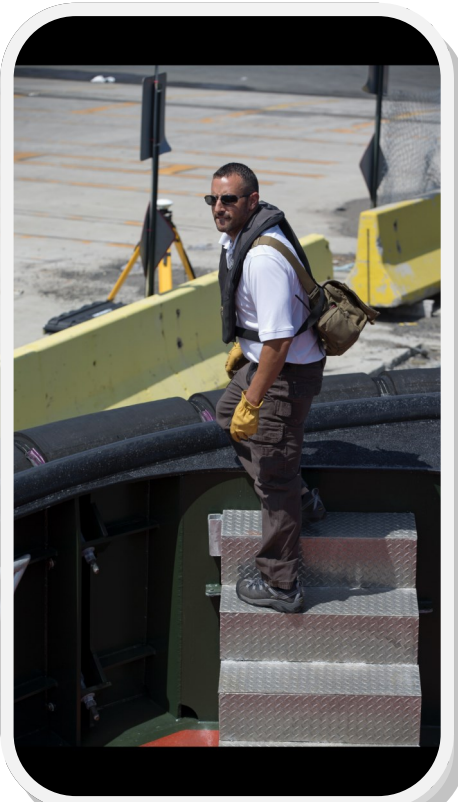
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interested in becoming a Pilot. I always volunteered to escort the Pilot on and off the ship and would ask what the requirements were in each Port. I went to work for Bouchard Transportation, moving oil barges based out of the Port of New York/New Jersey, becoming Captain at the age of 26. I knew I wanted more and I was not done in the pursuit of a satisfying career. I began the conversation with a few different Piloting Associations and realized the best fit was with Metro Pilots in the Port of New York and New Jersey. It was personally a tough transition leaving my crew whom I had sailed with and supported me as their Captain to take on this venture of testing and proving myself as an apprentice through a vigorous training, testing and working schedule that demanded long hours and sacrifice mainly of my family.

After a two year long apprenticeship of drawing 26 pieces of pilotage, riding over 600 ships with different Pilots, while working on a ship docking tug boat for Moran my training was complete. I Piloted my First ship on my own in February of 2012. There have been many valuable lessons that I have been able to learn and continue to improve my skills every day. This Job is always changing, every ship is a bit different even if it is the same vessel the way its loaded or the environmental conditions are always a changing variable, this

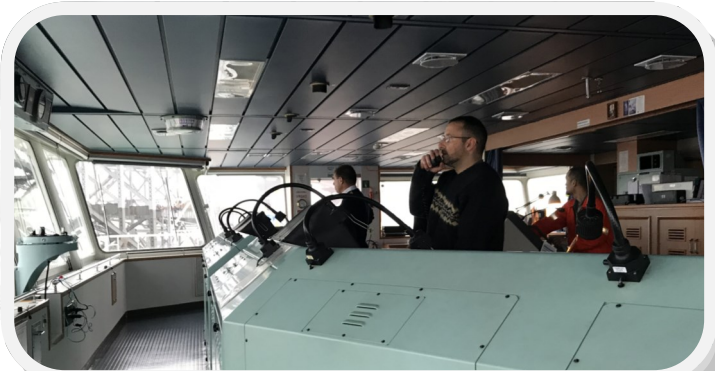


keeps us ready and alert. I have learned many tricks and gathered information from those senior Pilots who have come before me and are never shy to share lessons they have learned over the years. Metro Pilots Association has accepted me as a Partner where I have also become very active in the business administration side of things. This is something that can be ignored when looking from the outside as to what Pilots responsibilities are. These responsibilities are many and varied, from legal documents governing the business, to daily customer interactions, payroll, acquiring apprentices or retiring Pilots at the end of their careers. I have been graciously named a Vice President within our association and serve as a manager within our organization. I feel a great sense of respect for those that have come before me, for this business to accept me as one of them and to be asked to write this article for the Commission publication. I wish to continue to be able to serve this incredibly active and diverse port and all of the Vessels and Mariners that play an active roll in maintaining a safe and effective seaport for cargo from throughout the entire world to be traded.

I am often questioned don't you get sick of boats and being on the water? The answer remains no, for now. My wife Laura, two step children Frankie and Alayna, and Black Lab "Buddy" are always happy to head out on our boat on the Chesapeake Bay. We enjoy fishing, crabbing, water sports and putting the world on hold for a while. Its a fairly long drive three times a week, however, when people ask why don't you do that somewhere else I always respond there is nothing like the New York Harbor and its bustling terminals and channels. Once it gets in your blood anywhere else could be deemed boring. When my Wife and I first met I was a Tug Boat Captain working three weeks on and there weeks off, I would tell her this was better than the tankers at three or four months on and off and it took some getting used to but she has supported me and gotten used to the business. When starting the apprenticeship this was a lot to ask my active family, I am told I repeated the line "it will get better" several times and finally there was a beautiful day on some light blue water somewhere when my wife said to me, you were right "it got better." If given the chance I wouldn't change a thing, we work hard, long hours, extreme stress at times, however, I dont think you will find a Pilot that doesn't love their job. I feel very blessed to have been able to achieve a dream and strongly ecourage people to seek what they love and do it the best they can as anything is possible with hard work, sacrifice and a little bit of luck!!

Warm Regards.

Captain Jon Miller
Metro Pilots, Vice President





The Sandy Hook Pilots as always, provide around the clock 24/7/365 days a year service. Our Pilots are "Always on Station" to serve the great port of New York and New Jersey. The damage that we incurred to our pier, maintenance facility and building from Sandy showed our resiliency as we have continued with great service and a commitment to improve our service to our shipping customers and our port Partners. We have just recently completed our new office and maintenance facility and moved in, its great for us all to be back under one roof. The Sandy Hook Pilots commitment to our customers to provide well trained, educated and rested pilots is paramount to our associations.

With the "Raising of The Bridge" Sandy Hook Pilots and our port Partners initiated and facilitated many hours of ship simulation work at The MITAGS Center preparing for NEO-Panamax (SULCV'S) ships which are now calling The Port of New York and New Jersey. Many of our port partners participated with this endeavor; USCG, USCG VTS, Port Authority of NY/NJ, Tractor Tug Captains, Docking Pilots and Shipping Line representatives.

The Sandy Hook Pilots with the help of The New Jersey Commissioners have always believed and participated in enhancing safety, ongoing education and staying ahead of technology and requirements that improve our ability to safely navigate the wide variety of vessels that call our port. Our newest generation of Carry aboard Tablet navigation and software is working well and greatly assists the transits of the NEO-Panamax vessels (SULCV'S).

We personally want to thank The New Jersey Marine Pilot Commissioners for your support and dedication to The Port of New York and New Jersey. Special Thanks to Andre Stuckey and Al Hawkins for assisting all of us throughout 2017.

All the best in 2018!

Captain John Oldmixon
President - United New Jersey Sandy Hook Pilots Benevolent Association



2017 was quite the year!

In an industry where slow and steady provides the best results, we witnessed the culmination of efforts and the completion of several years of projects aimed at insuring our port is competitive and at the forefront of the industry.

Change of this scale doesn't happen overnight but the finishing of these ventures, including the raising of the Bayonne Bridge and the 50' deepening of the port have brought a new energy to the harbor.

With increased length, height and draft of the ULVC's and the SULVC's, pilots have worked and trained at mastering these enormous vessels and piloting itself has become more challenging.

None of the successes of 2017 would have been possible without the dedication, hard work and ongoing cooperation of the ship operators, pilots, terminals, Coast Guard and the Port Authority.

Captain Robert Ellis
President, Harbor Pilots of New York/New Jersey



2017 has been an exciting year for Interport Pilots. The selection and training of new pilots, the advancement of their skills and their dedication to the daily operations of our business is rewarding.

We are enthused to report that Port Monmouth, NJ, where Interport has been based for over thirty years, is preparing to undergo a major waterfront redevelopment. We look forward to the improvements and continuing to be part of this great maritime community.

As we enter 2018, we are optimistic about the future of our New Jersey and regional business and looking forward to another great year.

Captain Charlie Jonas
Acting President, Interport Pilots Agency, Inc.



There was much anticipation and excitement surrounding the navigational completion of the Bayonne Bridge in the spring. Ships seemed to grow in height overnight and we have had air drafts as high as 200 feet. The Shipping Companies did not take long to start making use of the Ports upgrades and making changes to their vessels loads, and we have seen a gradual change in the regular ships that have called upon the port to be taken off their charters and replaced with larger vessels.

When the first SULCV the CMA CGM Theodore Roosevelt made her first call the hype was big and excitement filled the port, a new era had begun. When the second Super Ultra Large Container Ship arrived it was business as usual, although these large ships do have an effect on traffic and tend to make their presence known by their sheer impressive size. We have seen much deeper drafts on a more regular basis than we were used to seeing but in all everything has been working according to plan and we have successfully made these transitions.

We at Metro Pilots have been impressed by the inner workings of all the entities behind the scenes that help to plan these changes and implement the safety recommendations by all involved parties. We have had to work around the shoaling at Ward Point and send tankers the north way through the kills to the southern most terminals in our port, this has been successful although complicated at times. To maintain the highest levels of safety and maintain a strong port is an intricate balance, it has been proven that when all regulators, Pilots, and vessel owners and operators work together we can accomplish our mission as a whole. We anticipate more change in 2018 and look forward to working together in our community for further success.

Captain Jon Miller
Vice President, Metro Pilots Association

Number of Vessels Piloted By New Jersey State Licensed Pilots

Month	Maritime Pilots	Docking Pilots
January	293	657
February	277	622
March	302	637
April	340	713
May	347	735
June	361	693
July	418	716
August	383	746
September	359	763
October	393	722
November	362	711
December	311	673

Types of Port Cargo Movements:

- ♦ **Containerized cargo handling**—refers to the handling of cargo loaded in maritime containers. Each container, which can accommodate a nearly complete range of commodities, is handled as a single unit. The most commonly used types of containers are either 20 or 40 feet in length.
- ♦ **Breakbulk cargo handling**—is the traditional means of handling general cargo. It describes the handling of a broad variety of commodities as forest products, paper, bananas, fresh fruit, steel and cocoa beans.
- ♦ **Bulk cargo handling**—refers to the handling, in a continuous operation, of dry and liquid uniform, commodities, such as petroleum, petrochemicals, grain and coal.
- ♦ **Auto and vehicle transport**—describes the waterborne movement of motorized, wheeled units. Typically these vehicles are “rolled on and rolled off” (RO/RO) vessels with multiple decks by terminal workers.

Recurrent Training

In August of 2017 the Commission hosted a series of joint training seminars for Maritime Pilots, Docking Pilots and Apprentices. Each seminar covered the following three topics, refresher training on the Pilots Portable Units (PPUs); Bridge Resource Management; and refresher training on the Commissions regulations.

Captain Steven Naples, Retired New York Maritime Pilot gave a presentation on the newly updated Pilot Portable Units (PPUs). He explained the importance of ensuring that the unit is properly plugged in to ensure that you are getting the proper readings. He also gave a tutorial on some of the new and updated features on the PPU.

Captain Christian Sondergaard, Retired New Jersey Docking Pilot covered the topic of Bridge Resource Management. Captain Sondergaard took an unconditional approach in his presentation. He explained the importance of remaining professional and ensuring that the proper information is shared during the Master/Pilot exchange and the Pilot/Pilot exchange when you board a vessel and experience situations that are not ideal. He gave examples that included, learning that the elevator is broken and you have to walk up several flights of stairs, not feeling well, encountering a pilot that you are not fond of, bad weather, etc.

Lastly, Ms. Andre Stuckey the Commission's Executive Director spoke about the Commission's regulations and highlighted the amendments that were made during the re-adoption that became effective on June 5, 2017. She also reminded the pilots of the policies and procedures they are governed to follow and their reporting requirements.

The seminars were well received and many of the pilots and apprentices reported during their annual appearance before the Commission how they are practicing many of the lessons learned.

The Commission thanks Captain Naples, Captain Sondergaard and Ms. Stuckey for putting together a successful seminar.



Incident Investigation

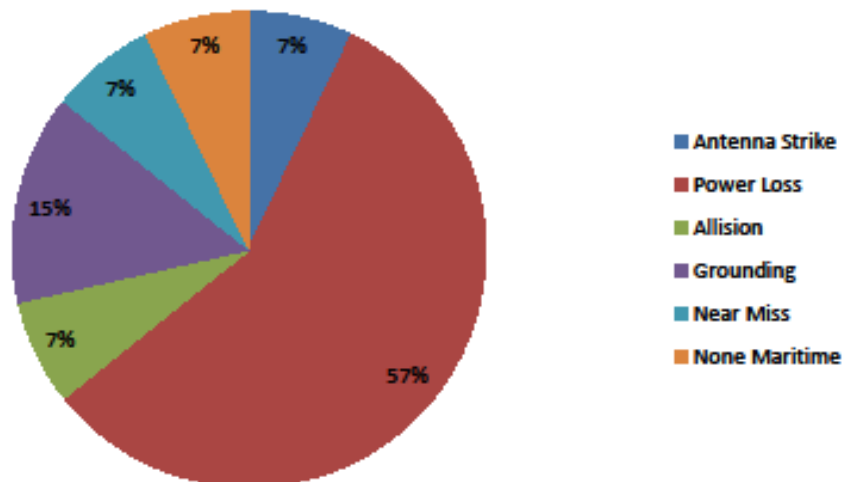
Mishaps have the potential to cause widespread death and destruction, as well as substantial interruption to the region's economy. The Commission promptly investigates every incident that occurs involving a New Jersey licensed pilot or apprentice to determine causation and ascertain if pilot error contributed to the accident. The Commission also looks for trends and will address any trends with the appropriate member(s) of the maritime community. When appropriate, the Commission initiates corrective actions such as requiring pilots to undergo specialized training or orders a suspension or revocation of piloting activities. The Commission is the only state agency empowered to suspend or revoke a pilot's state license.

The Investigative Team, Captain Mark Clark; Captain Glenn Strathearn and Captain Tina Vanderploeg investigated and closed 15 cases in 2017. They worked closely with the Executive Director, the Coast Guard and the New York Commission to ensure that each investigation was conducted professionally and fairly.

Incidents include events that result in one or more of the following:

- Personal Injury.
- Property damage excess of \$10,000.
- Discharge of substance into the water.
- Delay of vessel.
- Collision or Allision.
- Grounding or touching bottom.
- Suspicion of the use of alcohol or dangerous drugs.
- Charged or convicted under a federal or state criminal statute.
- Violation of any United States Coast Guard regulation pertaining to the use or possession of drugs or alcohol.
- Any boating or motor vehicle statute or regulation for operating under the influence, refusal to take a required drug or alcohol test or operating while intoxicated.

**2017 Incidents
By Type**



2017 Incidents

Case No.	Vessel	Date	Nature of Occurrence	Cause
2017.1	MSC Aniello	Jan. 4, 2017	Antenna Strike	Construction Netting
2017.2	Spirit of Tokyo	Feb. 10, 2017	Power Loss	Mechanical Error
2017.3	N/A	Jul. 19, 2017	Failure to submit to breathalyzer test	Pilot Error
2017.4	Spirit of Tokyo	Mar. 24, 2017	Power Loss	Low Sulphur Fuel
2017.5	CSCL America	April 8, 2017	Allision	Mechanical Error
2017.6	MOL Benefactor	April 16, 2017	Power Loss	Mechanical Error
2017.7	MR Aquarius	May 15, 2017	Power Loss	Mechanical Error
2017.8	Resounder	May 22, 2017	Soft Grounding	Silting
2017.9	Alexandros II	June 2, 2017	Power Loss	Mechanical Error
2017.10	MSC Judith	June 23, 2017	Power Loss	Mechanical Error
2017.11	MSC Nigun	June 26, 2017	Power Loss	Mechanical Error
2017.12	Malika Naree	July 13, 2017	Power Loss	Low Sulphur Fuel
2017.13	Grande Senegal	Aug. 21, 2017	Near Miss	Radar Not Reading Properly
2017.14	Kamome Victoria	Aug. 25, 2017	Grounding	Pilot Error
2017.15	BW Bobcat	Sep. 3, 2017	Allision w/ Berth	Fenders Missing



Coming from seafaring parents, it was always my dream to go to sea. After graduating from Maine Maritime Academy, I spent over 20 years shipping deep sea, the last few years as a permanent Captain. Upon retiring, I continued running my business of providing safety, physical security and fire-arms training to Merchant Mariners on their vessels, as well as in various maritime training facilities. In addition, I taught Bridge Resource Management at a Maritime Academy for a couple of years while continuing to grow my business, which I still run today.

Three years ago, I was offered the opportunity to attend the NTSB Accident Investigation course and join the newly formed accident investigation team for The New Jersey Maritime Pilot and Docking Pilot Commission. It has been my pleasure working with the professional team of Commissioners, Executive Director, and Board Administrator that make up the Commission. Together, we have been able to successfully complete several investigative reports each year. I am privileged to be able to put my many years of sea-going experience to use and help contribute to the well being of the Commission. I look forward to many more years of working together!

*Fair winds and following seas,
Captain Tina Vanderploeg*

Maritime Pilots

The Sandy Hook Pilots Association (licensed as Maritime Pilots in New Jersey) are chartered to safely guide ships into and out of the Port of New York/New Jersey. The Sandy Hook Pilots are licensed by either the State of New Jersey or the State of New York. In December 2017, there were forty active New Jersey State licensed Maritime Pilots and five Apprentices serving the port of New Jersey/New York.

In accordance with the Pilot Apprentice Program established by regulation, the Apprentice Selection Committee met and selected a slate of ten (10) candidates and five (5) alternates for the forthcoming apprentice positions. The list, which became effective on November 9, 2016, is kept on file for two years. To date, three persons from the list have been appointed into the Apprentice Training Program.

- Captain Nicholas Pitch began his apprenticeship with the Sandy Hook Pilots Association in October 2012. After completing his five year training program he sat for his state licensing exam on August 7-9, 2017. Captain Pitch is the first apprentice to complete the state exam in three days. He was sworn in as a Deputy Maritime Pilot on September 19, 2017 and joined the Sandy Hook Pilot rotation board on October 1, 2017.
- Captain James R. Britton, following in the footsteps of a Britton family tradition was appointed into the Maritime Pilot Apprentice training program on October 1, 2005. He was sworn in as a Deputy Maritime Pilot on October 1, 2010. After serving seven years as a Deputy Maritime Pilot he was sworn in as a Full Branch Maritime Pilot effective October 1, 2017. Captain Britton has proven himself to be a great Deputy Pilot and we look forward to his service as a Full Branch Maritime Pilot.
- Captain Peter G. Rooss, Jr. was appointed into the apprentice training program of the Sandy Hook Pilots Association on November 21, 2017. As the son of Full Branch Maritime Pilot Peter G Rooss, Sr., he is no stranger to the exciting life of a pilot. At the time of his appointment he was working for Moran Towing as a Second Mate and acquired first class pilotage in the Upper Bay and Kill Van Kull. Captain Rooss is excited to have the opportunity to continue his father's legacy.
- Captain Salvador Rivas was appointed into the training program of the Sandy Hook Pilots Association on March 1, 2013. After completing his five year apprenticeship he sat for his state licensing exam on December 11-13, 2017. Following in the footsteps of his fellow apprentice he also completed the exam in three days. Captain Rivas was sworn in as a Deputy Maritime Pilot on December 19, 2017. He is scheduled to join the rotation board on March 1, 2018.



Sandy Hook Pilots Association

The United New Jersey Sandy Hook Pilots Association
Captain John Oldmixon, President

Active Maritime Pilots

W.J. Baeszler	T.O. Ferrie	B.J. Mercereau	S. Rivas
K.A. Basciano	J.L. Flanders	G.A. Mergenthaler	P.G. Rooss, Sr.
W.E. Blake	F.L. Foley	E.A. Miller	G.P. Smith
D.C. Boylan, Jr.	D.J. Graves	J.C. Oldmixon	W.A. Speiser
J.R. Britton	W.M. Hansen	R.L. Oldmixon	E.F. Sweeney
R.E. Britton	R.S. Ireland	R. Pakalik	N.A. Tribus
H. Cavagnaro	T.J. Keating, Jr.	J.S. Paulis	M.J. Vanek
M.C. Chambers	P.A. Klein	R.S. Perry	M. Wanderer
L.M. Evans	A.W. McGovern	N. Pitch	D.W. Walsh
T.J. Ferrie	W.J. McGovern	C.M. Quinn	K.J. Walsh

Maritime Pilot Apprentices

J.P. Britton	S. Britton	R. Flannery, III	P.G. Rooss, Jr.
			P. Torres

Retired Maritime Pilots

A.E. Braendly	D. Einhorn	J.F. McCarthy	F.E. Reil
J.F. Britton	R.D. Jones	D.M. Mercereau	J.L. Reneese
T.G. Britton	T.J. Keating	W.G. Metting	R. J. Schoenlank
C.W. Dahmen	R.V. Keenan	D.J. McInerney	R.D. Seeth
R.A. Deane	G.W. Kissenberth	J. B. Monaghan	D.T. Smith
E.J. Haggerty	G.W. Kissenberth, Jr.	R.F. Pennea	K.P. Sorenson
W.C. Hansen	G.A. Mason	T.W. Peters	K.E. Sullivan
W.B. Hodgins	C.A. Massey	J.H. Peterson	F.D. Wall, III

Floating Equipment

Name of Vessel	Length	Built	Status
New York	182 ft	1972	In Service
New Jersey	146 ft	1986	In Service
Sandy Hook	65 ft	1985	In Service
America	56 ft	2000	In Service
Phantom	56 ft	2000	In Service
Wanderer	56 ft	2001	In Service
Trenton	48 ft	1983	In Service
Newark Bay	44 ft	1968	In Service
Ambrose	44 ft	1979	In Service
RHIB Rescue Craft (3)	23 ft	1986	In Service
Yankee	53 ft	2005	In Service

Docking Pilots

Docking Pilots are highly experienced ship handlers who dock and undock ships with the use of tugboats. Docking Pilots also handle intraport movements requiring tugboat assistance. In 2017, there were thirty-two New Jersey State Licensed Docking Pilots and four Apprentices employed by three independent Docking Pilot Associations, Interport, Metro and Harbor Pilots.

The Docking Pilot Apprentice Selection Committee met on Thursday, February 16, 2017 and selected a slate of four (4) candidates for future apprentice selection positions. The list, which became effective on March 21, 2017, is kept on file for 2 years was scheduled to expire on March 17, 2018. The last candidate on the current list was called into service in December 2017. The Docking Pilot Associations expressed a need to replenish the list. An open ad was placed in the trade publications and on the Commission's website to begin the process. The Docking Pilot Apprentice Selection Committee which consists of one Commissioner, the Executive Director and three industry representatives (one from each Association) will begin to receive applications in April 2018.

- Captain Craig Tomalo was appointed into the apprentice training program of Interport Pilot's Association on May 16, 2017. He graduated from SUNY Maritime with a Bachelor of Science Degree in Marine Transportation. At the time of his appointment he was working as a Delaware River Pilot. Craig began his apprenticeship with five pieces of first class pilotage three in the New Jersey/New York Harbor and two in the Delaware Bay.
- Captain Joseph Casaletto was appointed into the apprentice training program of Metro Pilots Association on May 16, 2017. Captain Casaletto graduated from SUNY Maritime with a Bachelor of science Degree in Business Transportation. At the time of his appointment he worked for Moran Towing as a Third Mate aboard a cement barge. He began his apprenticeship with six pieces of first class pilotage in the New Jersey/New York harbor.
- Captain Kenneth Barsch was appointed into the apprentice training program of Metro Pilots Association on October 20, 2015. After completing his two year apprenticeship he sat for his state licensing exam on September 25-26, 2017. Captain Barsch is the first Docking Pilot to complete the exam with a grade of 100% on all modules. He was sworn in as a New Jersey State Docking Pilot on October 18, 2017.
- Captain Eric Lavin was appointed in to the training program of Harbor Pilots of New York/ New Jersey, LLC on August 18, 2015. After serving a two year apprenticeship he sat for his state licensing exam on September 13-14, 2017 and passed with high marks. Captain Lavin was sworn in as a New Jersey State Docking Pilot on October 17, 2017.



Harbor Pilots of New York/New Jersey
Captain Robert Ellis, President

Active Pilots

C. Baker
S.R. Davis
R.L. Ellis
P.J. Frank

M. Hershey
E. Lavin
J. K. McAllister
W.F. O'Neill, Jr.

K. Pinto
J. M. Schnepp
J.A. Tooker
S. Zorovich

Retired Pilots

S.D. Brown
P. Harris
C. Somdergaard

Apprentice Pilots

R. Henchmann



Interport Pilots Association, LLC
Captain Louis Bettinelli, President

Active Pilots

L.F. Bettinelli C. Jonas A. Richardson S.T. Richter A. Woodworth

Inactive Pilots

J. Daub

Apprentice Pilots

C. Tomalo

Retired Pilots

L. Bettinelli



Metro Pilots Association, LLC
Captain Robert Flannery, President

Active Pilots

K. Barsch
D.J. Brown
W.E. Clifford
F.L. Dashkoff

S. Esposito
T.A. Farrell
R. Flannery
K. Gadow

K.R. Gadow
D.E. Mattson
J. Miller
R. Murphy

T. Nilsen
B.J. Paiva
F.J. Reinbold

Inactive Pilots

W. Russell

Retired Pilots

J.D. Bates
J.M. Naughton
D.E. Holmes
R. Reilly
G. Stitik

Apprentice Pilots

J. Casaletto

Note: Inactive pilots are working in other ports, not under the jurisdiction of their New Jersey State license.

Licenses, Upgrades



Apprentice Nicholas Pitch is licensed as a Deputy Maritime Pilot at the Commissions September 17, 2017 meeting. He and his family are pictured with Captain John Oldmixon, Commissioner Brian McEwing, Commissioner Timothy Dacey, Commissioner Charles Wowkanech, Commissioner Jake Shisha and Chris Maglin.



Apprentice Eric Lavin is licensed as a Docking Pilot on October 17, 2017. He and his Mrs. Lavin are pictured with Captain Robert Ellis and Ms. Stuckey.



Apprentice Kenneth Barsch is licensed as a Docking pilot at the Commissions November 21, 2017 meeting. He and his family are pictured with Commissioner Timothy Dacey, Commissioner Charles Wowkanech, Commissioner Jake Shisha and Captain Frank Reinbold.

Apprentice Sal Rivas is licensed as a Deputy Maritime Pilot at the Commissions December 12, 2017 meeting. He and his family are pictured with Commissioner Brian McEwing, Commissioner Timothy Dacey, Commissioner Jake Shisha, Chris Maglin and Captain John Oldmixon.



And Upgrades



Craig Tomalo is appointed a Docking Pilot Apprentice at the Commissions May 16, 2017 meeting. He is pictured with Commissioner Brian McEwing, Commissioner Jake Shisha, Commissioner Timothy Dacey and Captain Lou Bettinelli.



Apprentice Joseph Caseatetto is appointed a Docking Pilot Apprentice at the Commissions May 15, 2017 meeting. He is pictured with Commissioner Brian McEwing, Commissioner Jake Shisha, Commissioner Timothy Dacey and Captain Douglass Mattsson.



Captain James R. Britton is upgraded to a Full Branch Pilot at the Commissions September 19, 2017 meeting. He is pictured with Commissioner Charles Wowkanech, Commissioner Timothy Dacey, Commissioner Brian McEwing, Captain John Oldmixon and Commissioner Jake Shisha.

Peter G. Rooss, Jr. is appointed a Maritime Pilot Apprentice at the Commissions November 21, 2017 regular meeting. He and his family are pictured with Commissioner Timothy Dacey, Commissioner Charles Wowkanech, Commissioner Jake Shisha, Captain John Oldmixon, Chris Maglin and Captain Peter G. Rooss, Sr.



Commissioners



COMMISSIONER TIMOTHY J. DACEY, Metuchen, New Jersey. Mr. Dacey is a graduate of the United States Merchant Marine Academy at Kings Point, New York where he earned a Bachelor's of Science degree in Marine Transportation and was licensed as a Third Mate in the United States Merchant Marine. He earned a Master's of Science degree in Transportation Management from the State University of New York Maritime College at Fort Schuyler, New York, and a Master of Arts in Public Policy from New England College in New Hampshire. Mr. Dacey served on active duty with the United States Navy from 1986-1989, serving as the Damage Control Assistant and First Lieutenant onboard the USS Mars (AFS-1) homeported in Oakland, California. He remained a United States Naval Reserve Officer until 1995. He has worked for Lykes Lines, Hanjin Shipping and NYK Line in shore side positions and is currently the Business Administrator of Piscataway, New Jersey. Mr. Dacey also served for five years as the president of the Steamship Historical Society of America, a non-profit organization that is dedicated to recording, preserving and disseminating the history of engine-powered vessels. Commissioner Dacey was appointed to the Commission in April 2003.



COMMISSIONER BRIAN McEWING, Cape May, New Jersey. Mr. McEwing holds a degree in political science from Rutgers University. He earned his law degree at Rutgers School of Law. He has over thirty years' experience as a professional mariner, twenty as a licensed deck officer on various vessels. He has extensive experience in maritime safety, operations and regulatory compliance. He holds USCG licenses as Master Inland Unlimited, Master Oceans 1600 tons, 2nd Mate Oceans Unlimited, and 1st Class Pilot upon the Delaware Bay.

Mr. McEwing is a partner in the law firm of Reeves McEwing, LLP. He is admitted to practice in the state and federal courts of New Jersey and Pennsylvania and the Supreme Court of the United States. He is a Proctor member of the Maritime Law Association, Immediate Past President of the Cape May County Bar Association, a member of the Marine Trades Association of New Jersey, Ports of Philadelphia Maritime Society, New Jersey Bar Association, and the Mariner's Advisory Committee for the Bay and River Delaware. Commissioner McEwing was appointed to the Commission in May 2013.



COMMISSIONER JACOB SHISHA, Teaneck, New Jersey. Mr. Shisha graduated the State University of New York Maritime College at Fort Schuyler, New York with a Bachelor's of Science in math/computers and an United States Coast Guard Third Mate's license. He sailed as a deck officer on oil tankers for Tanker Management, Inc. then enrolled in Tulane University School of Law. He has been practicing admiralty law since 1985 and is currently a partner at Tabak, Mellusi & Shisha, LLP. He serves on the board of Seafarers and International House. Commissioner Shisha was appointed to the Commission in December 2014



COMMISSIONER CHARLES WOWKANECH, Ocean City, New Jersey. Mr. Wowkanech has been a leader in the labor movement in New Jersey for more than twenty-five years. He is a former business agent for the Local 68 of the International Union of Operating Engineers (IUOE). Commissioner Wowkanech joined the staff of the New Jersey State AFL-CIO in 1990 serving in various positions leading to his election as President in 1997. Under Mr. Wowkanech's leadership the New Jersey State AFL-CIO has grown to represent over one million members and nearly 1,000 affiliated unions. In addition to his service to the New Jersey Maritime Pilot & Docking Pilot Commission, Mr. Wowkanech also serves on the New Jersey State Employment and

Training Commission (SETC), the Rutgers University School of Management and Labor Relations' State Advisory Council, the New Jersey State Council for Adult Literacy Education Services, the New Jersey Character Education Commission, the Governor's Commission to Support and Enhance New Jersey Military and Coast Guard installations and the Dredging Projects Facilitation Task Force. He is also a licensed U.S. Coast Guard Captain. Commissioner Wowkanech was appointed to the Commission in June 2002.



Since its maiden voyage the CMA CGM Theodore Roosevelt regularly calls into the port of New Jersey/New York.

Fair Winds & Following Seas. . .

Jack Olthuis, Executive Director of the New Jersey Sandy Hook Pilots Association retired after 21 years of service is pictured with Commissioner Jake Shish, Ms. Stuckey and Commissioner Timothy Dacey.



Captain Richard J. Schoenlank, President of the New Jersey Sandy Hook Pilots Association retired after 37 years of service is pictured with Ms. Stuckey Commissioner Jake Shish and Commissioner Timothy Dacey.



Captain Daniel Blair retired after 12 years of service as a New Jersey State Licensed Docking Pilot is pictured with Commissioner Brian McEwing; Commissioner Timothy Dacey, Commissioner Charles Wowkanec and Commissioner Jake Shisha.



Captain Dennis Holmes retired after 12 years of services as a New Jersey State Licensed Docking Pilot is pictured with Captain Robert Flannery, Commissioner Jake Shisha, Commissioner Charles Wowkanec and Commissioner Timothy Dacey.



Captain Richard Reilly retired after 12 years of services as a New Jersey State Licensed Docking Pilots is pictured with Captain Robert Flannery, Commissioner Jake Shisha, Commissioner Charles Wowkanceh, Commissioner Timothy Dacey and Mrs. Reilly.



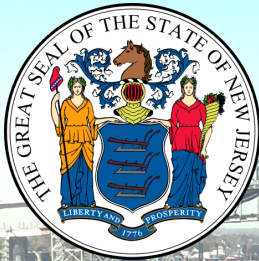




2017 ANNUAL REPORT

The New Jersey Maritime Pilot and
Docking Pilot Commission
One Penn Plaza East, 9th Floor
Newark, NJ 07105

Phone: 973-491-7693
Fax: 973-491-4352



Fast Facts:

In 2017 the New Jersey Maritime Pilot and Docking Pilot Commission:

- ⇒ Licensed 4 new pilots.
- ⇒ Appointed 3 new apprentices.
- ⇒ Held a total of 11 meetings and special meetings.
- ⇒ Collected \$343,032.27 in pilotage revenue.
- ⇒ Investigated a total of 15 incidents.
- ⇒ Mandated disciplinary actions against 1 pilot.

Website: www.state.nj.us/transportation/maritimepilot/

Certification Pursuant to Executive Order No. 37

The New Jersey Maritime Pilot and Docking Pilot Commission's 2017 Annual Report serves as the comprehensive annual report of the Commission's operations and finances called for by Executive Order No. 37.

Pursuant to Executive Order No. 37, I, Andre M. Stuckey, certify that during 2017, the Authority has, to the best of my knowledge, followed all of the Commission's standards, procedures and internal controls.

Andre M. Stuckey
Executive Director

CMail 494145